

**NOTE :** There are 2 contributing factors that must be taken into consideration when reviewing traffic study data about the extensive 40 year old Bridgeville, South Fayette, Collier traffic congestion problem on Washington Pike :

**A.** A previous major, public opinion telephone poll that was done 20 years ago, revealed that 50% of the residents in the communities around Bridgeville and South Fayette **even back then**, were consistently detouring around the community because of the traffic congestion. Since the traffic congestion has grown much worse each year since then, and no additional **through** lanes have been added to the 2 lane road thru the 2 communities, the **percentage** of detouring consumer-motorists is now certainly higher.

A 2nd July 2015 survey was done contacting 500 families thru the churches in Bridgeville. 50% of the families mailed back the completed forms, that again revealed that 50% of the region's residents have been consistently detouring around the Bridgeville/South Fayette/Collier Washington Pike traffic congestion for decades !

**THEREFORE**, any current traffic studies that are to determine how many more lanes need to be added to Washington Pike, **would be greatly underestimated.**

**Any daily traffic volume study totals would have to be multiplied by a factor of at least 2 (two)** to substantially lessen the congestion at the site, because....when the 4 lane widening of Washington Pike is continued from Collier Twp. through Bridgeville and South Fayette, the 50% of the resident and transient consumer motorists in the region who have been detouring around the business districts of both communities,

will begin taking the more direct, preferred routes to their destinations, that will include driving **through** South Fayette, Bridgeville and Collier, and the congestion level will return to what it was !

**B.** The recommendations by the experts in the 6 traffic studies that this document reviews, that were formally presented to Bridgeville Council members and their staff members, (the last one being in 2008), **are even MORE applicable today** to devising a general solution to the present traffic congestion problem, because....

the problem has grown steadily worse over the years, and **no additional lanes** have been added to the roadway to increase traffic volumes **THROUGH** the adjacent South Fayette, Bridgeville, Collier business district on Washington Pike.

For decades, the **ONLY** roadway improvements by State and County road builders have been to make it more convenient for resident motorists living in the communities to the East of Washington Pike, in Upper St. Clair, Mt. Lebanon and Bethel Park, to drive to and from the Bridgeville Exit and the Kirwan Heights Exit of North/South Interstate Highway #79.

All of the East/West roads in the larger REGION lead to 235 year old North/South Washington Pike, (which is the reason Interstate #79 was built next to and parallel to that Washington Pike ), but **for some unexplained reason**, the obvious solution to the REGION'S traffic congestion problem has never included widening 2 lane Washington Pike from Collier Twp. to 4 lanes through Bridgeville and South Fayette !

# **TRAFFIC CONGESTION SOLUTION FACTS :**

## **This packet of information contains....**

"quotes" and drawings taken directly from the analysis and formal recommendations made by 6 different traffic engineering or city planning firms to Bridgeville, Pennsylvania officials,

that were ignored, concerning HOW to solve the extensive, ruinous Washington Pike traffic congestion problem.

NOTE : Any traffic studies that might be done now, by independent traffic agencies or Penn DOT to determine exactly "how much wider" Washington Pike would have to be made to substantially reduce the traffic congestion problem, WOULD BE MEANINGLESS,

BECAUSE 50% OF THE RESIDENT MOTORISTS IN THE GENERAL AREA, HAVE BEEN CONSISTENTLY DETOURING AROUND THE SOUTH FAYETTE/BRIDGEVILLE BUSINESS DISTRICT BECAUSE OF THE TRAFFIC CONGESTION FOR THE LAST 35 YEARS !

1. THE 2005 **BRIDGEVILLE COMPREHENSIVE PLAN UPDATE** by the Mackin Engineering Company.
2. THE 2008 **REVIEW OF THE BRIDGEVILLE CODE AND ZONING** (9 Pages) by..... the Allegheny Together Agency, and the Pittsburgh History & Landmarks Foundation.
3. THE 2008 **CONCLUSIONS OF the BRIDGEVILLE TRAFFIC AND PARKING ANALYSIS** (13 Pages + photos and statistical tables) by ....the Allegheny Together Agency, and the Pittsburgh History & Landmarks Foundation.
4. The 1992 **BRIDGEVILLE COMPREHENSIVE PLAN** compiled by....Beckman Associates.
5. The 1993 **4 LANE WIDE WASHINGTON PIKE analysis & PLAN** through South Fayette & Bridgeville designed by G.A.I. Engineering Company.
6. The 1988 **TRAFFIC STUDY OF WASHINGTON PIKE** and intersecting Bower Hill Road and McLaughlin Run Road) by Classic Development Consultants Inc. (Jack Trant, city planner).

**1. THE FOLLOWING ARE EXACT QUOTES TAKEN DIRECTLY FROM THE TEXT OF..."THE UP-DATE OF BRIDGEVILLE'S COMPREHENSIVE PLAN" conducted by...The Mackin Engineering Company of Pittsburgh.**

**QUOTE : Section 5, Page 8 & Page 9**

**"A traffic study conducted by Classic Development Consultants for Bridgeville Borough analyzed the traffic flow along the Washington Pike corridor from the PA. Route 50 intersection (just over the bridge in South Fayette) North to Prestley Road...."**

**" The study identified the following as recommended improvements for the Washington Avenue corridor, one being to.....**

**" Construct the Washington Avenue / Shady Avenue one-way couple (2 one way streets through the business district)."**

**QUOTE : Section 5, Page 10**

**" The (Route 50) Washington Avenue and Shady Avenue one way couple through Bridgeville's business district was mentioned in both of the aforementioned studies as well as through out the planning process as a viable option to decreasing the traffic congestion through Bridgeville."**

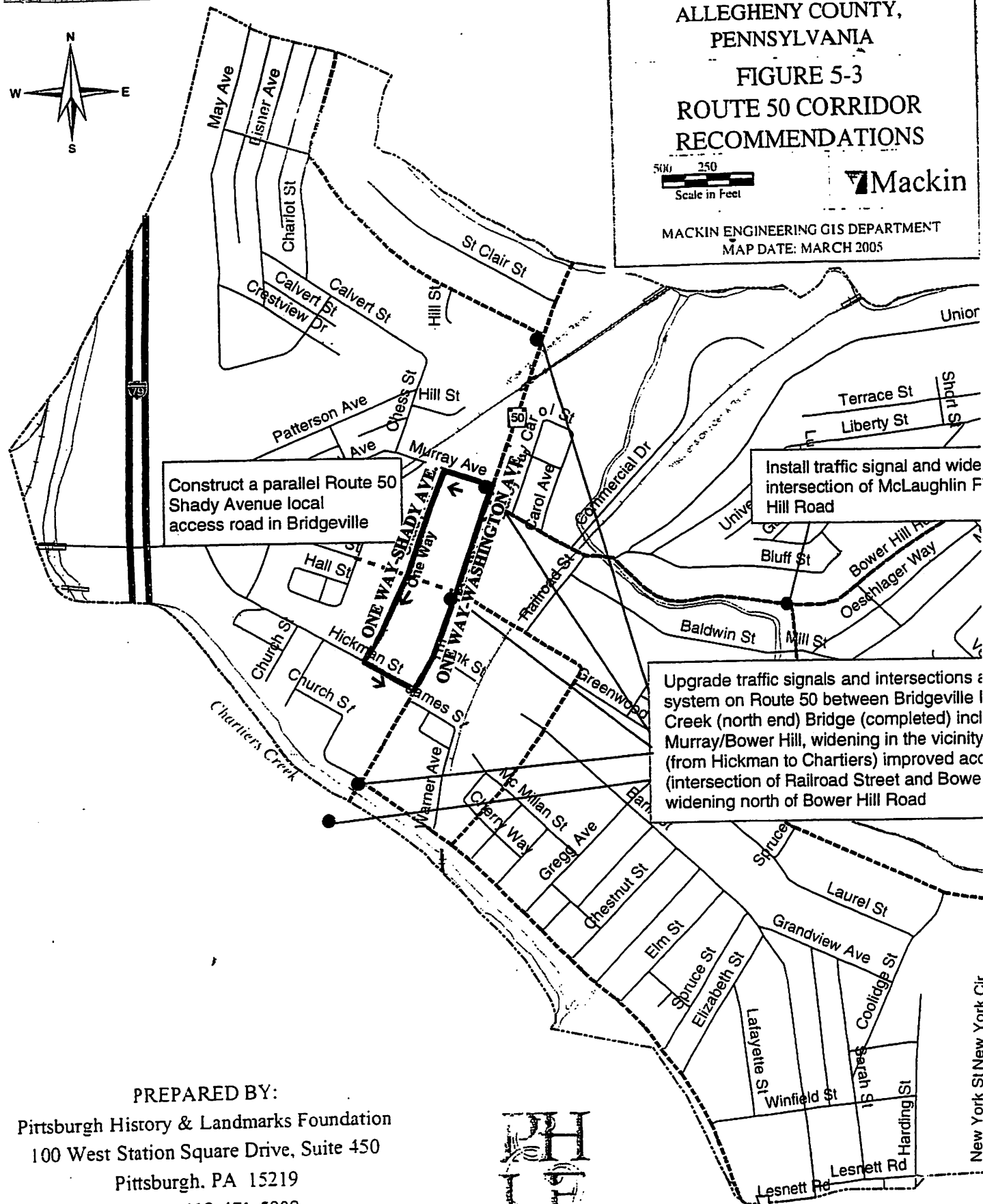
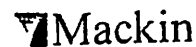
**QUOTE : Section 5, Page 11 (An open criticism of Bridgeville officials).**

**" Bridgeville borough should also examine the reasons why certain projects, that have been recommended in various traffic as well as comprehensive studies (over the last 40 years), have not been implemented."**

**SEE MAP #1 (The only map in the entire study regarding traffic congestion recommends the 2 one way street solution through Bridgeville) !**

**2. THE FOLLOWING ARE EXACT QUOTES TAKEN DIRECTLY FROM THE TEXT OF "THE REVIEW OF THE BRIDGEVILLE CODE AND ZONING" (9 Pages) conducted by..... the Allegheny Together Agency, and the Pittsburgh History & Landmarks Foundation.**

## ROUTE 50 CORRIDOR RECOMMENDATIONS



Website: [www.phlf.org](http://www.phlf.org)



# MAP # 1

**QUOTE : Page 1 (An open criticism of Bridgeville officials).**

“Generally, the (Bridgeville official’s) objectives focus **more** on....promoting **HEALTH and SAFETY.**”

**QUOTE : Page 1 (An open criticism of Bridgeville officials).**

“ To encourage....**REVITALIZATION AND *STRENGTHEN* THE CENTRAL BUSINESS DISTRICT (*ECONOMICALLY*)**, the Ordinance ***should* include ADDITIONAL OBJECTIVES** that reference Bridgeville’s historic resources, with principles such as :”

“ c. providing opportunities for the re-use of and encouraging the maintenance of historic structures to....***spur economic development*** “

**QUOTE : Page 1**

“ **THE PURPOSE OF THE BUSINESS DISTRICT IS TO....provide retail shopping and service facilities that serve the needs of the general community,**

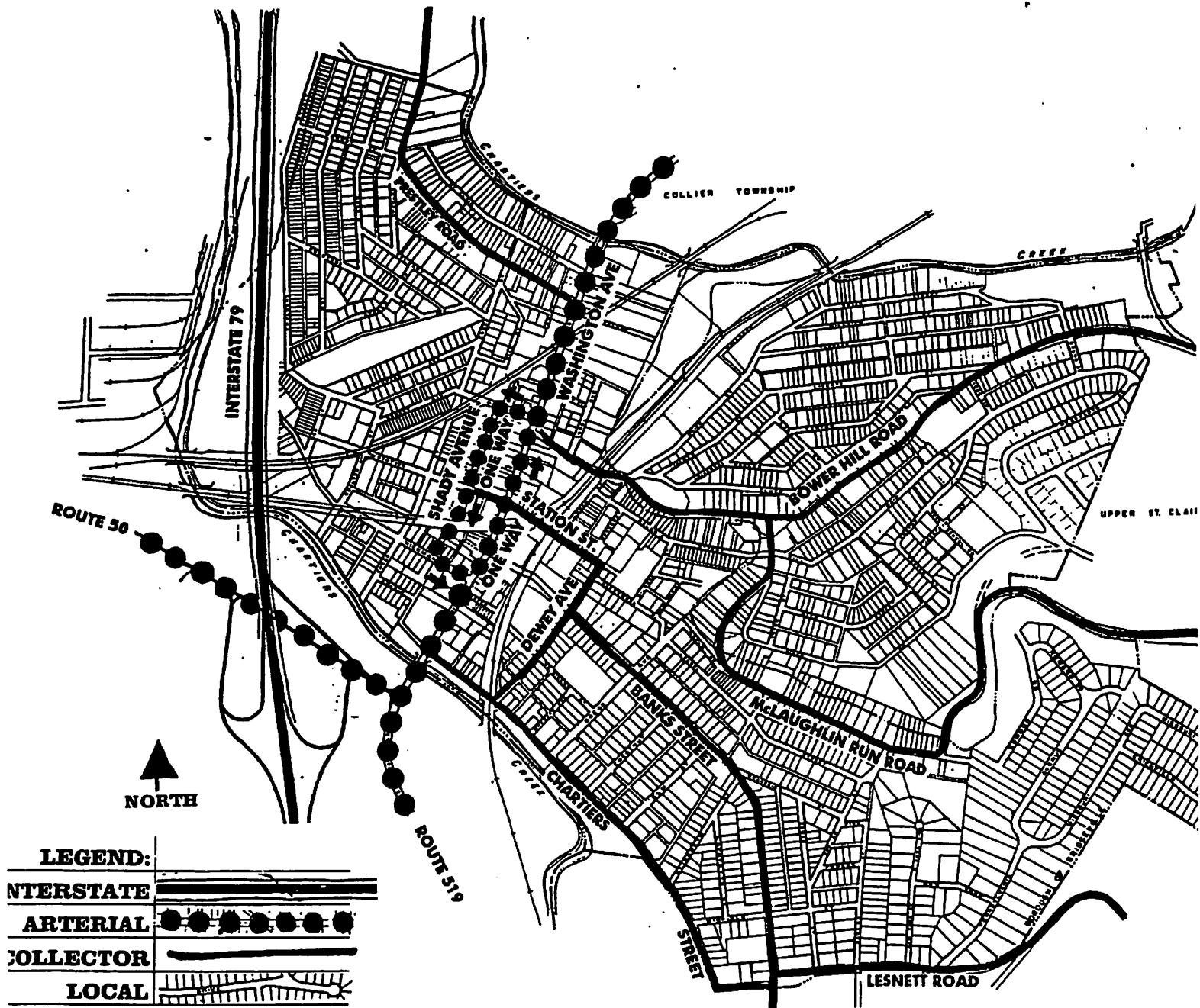
**that are in appropriate locations, on arterial roads and collector streets, in order to allow convenient (consumer-motorist) access, and to minimize the impact of traffic on neighborhoods, and on the local streets ! ”**

**3. THE FOLLOWING ARE EXACT QUOTES TAKEN FROM THE CONCLUSIONS SEGMENT OF THE TEXT OF...”The BRIDGEVILLE TRAFFIC AND PARKING ANALYSIS” (13 Pages + photos and statistical tables) conducted by....the Allegheny Together Agency, and the Pittsburgh History & Landmarks Foundation.**

**QUOTE : Page 2**

“State Route 50 (Washington Pike) is a **major regional** connector. In 2007, there were 18,889 average trips a day on Washington Ave. **BETWEEN STATION ST. AND PRESTLY ROAD** according to Penn DOT.”

“**That’s a lot of potential customers**, but also a lot of through traffic that creates congestion through Bridgeville and contributes to an unfriendly pedestrian environment.”



BECKMAN ASSOCIATES  
Community Planners

(NOTE : The observation above does NOT include the significant greater traffic volume on the OTHER HALF of Washington Ave. between the Southend Bridge (over Chartiers Creek to South Fayette) and Station St. in Bridgeville.)

**QUOTE : Page 2**

**“Moreover, Washington Pike is NOT the only MAJOR regional connector (road) that runs through the Bridgeville CBD.”**

**“Bower Hill Road connects Bridgeville with Mt. Lebanon and intersects with Washington Pike at the North end of Bridgeville’s CBD.”**

**QUOTE : Page 2**

**“ BOTH WASHINGTON PIKE AND BOWER HILL ROAD NARROW FROM 4 LANES TO 2 LANES AS THEY ENTER DOWNTOWN BRIDGEVILLE. THIS CREATES A MAJOR CHOKE POINT FOR CONGESTION THAT PEAKS IN THE HEART OF THE CBD.”**

**“Congestion increases significantly at peak hours, including the morning, noon time and evening. At these times the (vehicle) ARRIVAL rate exceeds the (vehicle) DEPARTURE rate, AND LONG LINES (of motor vehicles) FORM !”**

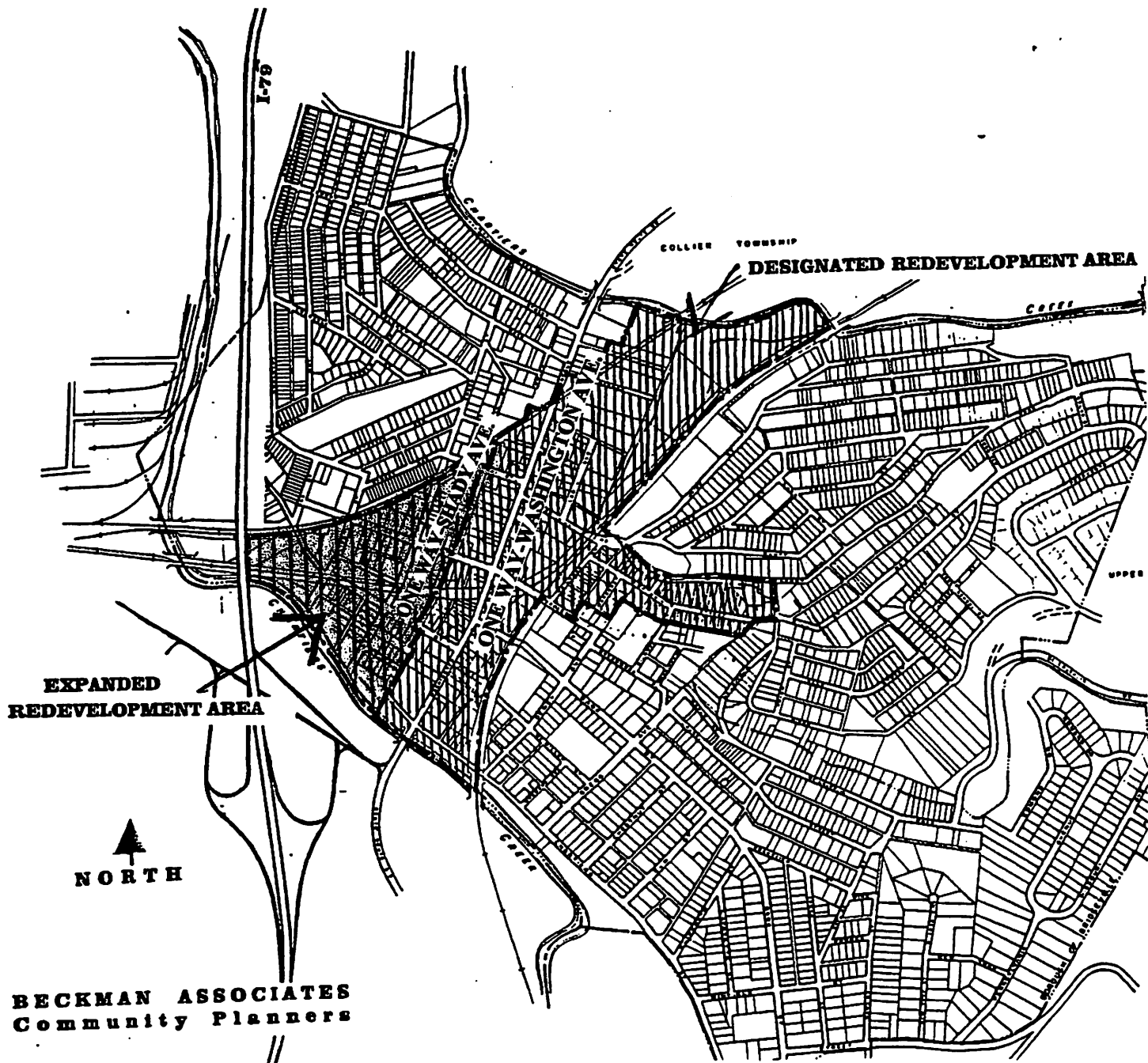
**QUOTE : Page 5**

**“Many of the traffic calming techniques that Penn DOT lists in its Smart Transportation Guidebook have (already) been implemented in the Bridgeville CBD like....roadside (landscaping) development, minimal building setbacks, curbs, sidewalks, *narrowing the (roadway) lane widths*, crosswalks, in street yield signs and advanced yield signs.”**

**QUOTE : Page 5**

**“It is important to note that calming traffic along this section of Washington Ave. to make it more pedestrian friendly IS NOT THE ONLY GOAL FOR DEALING WITH TRAFFIC ALONG THIS CORRIDOR ! “**

**“At one of the Allegheny Together workshops (held in Bridgeville), there was some discussion AND SUPPORT EXPRESSED FOR REDUCING TRAFFIC CONGESTION.”**





“Reducing congestion and calming traffic seem to be mutually exclusive goals, in this case. There is not enough space though this corridor to expand the number of lanes without **radically altering the street scape.**” .

**NOTE :** A footnote on page 1 of the study states that **the authors never looked at Bridgeville’s Comprehensive Plan** that includes.... the **2 one way street solution** to the community’s 40 year congestion problem, **WHICH WOULD NOT ALTER THE STREET (SCAPE) IN ANY WAY !** It would actually create a 2<sup>nd</sup> main street in town.)

**4. THE FOLLOWING ARE EXACT QUOTES TAKEN FROM THE CONCLUSIONS SEGMENT OF THE TEXT OF....”THE 1992 PROPOSED BRIDGEVILLECOMPREHENSIVE PLAN” by....Beckman Associates.**

**QUOTE : Page 5**

**Goals and Objectives :**

“ The most vital concerns (expressed) by **the Bridgeville residents** are 1) the quality of development; **2) traffic**; 3) services and facilities; and 4) the environment.”

“ The delays, hazards and frustration of traffic is one of the most frequently discussed problem which Bridgeville faces.”

**QUOTE : Pages 5 & 6**

**Traffic and Transportation Goals :**

“ Important thoroughfares upon which development is centered, should be **widened** to facilitate traffic flow. “

“ Traffic flow on Washington Avenue should be *revised* to facilitate flow and minimize conflicting movements.”

**QUOTE : Page 31**

**Major Thoroughfare Plan :**

“The major problem to be addressed is the congestion of Route #50, Washington Avenue, through Bridgeville. Route #50 is a **4 lane highway** through its alignment in the Chartiers Valley (through Heidelberg, Scott & Collier),

**except for its route through Bridgeville, where it is a 2 (or 3) lane road ! It should be 4 lanes at a minimum, with additional turning lanes provided as necessary."**

**" This Plan proposes to utilize the space of a parallel street to provide for the needed room, Shady Avenue. The Plan would divide Route #50 into 2 roadways, one North-bound on Washington Avenue, and the 2<sup>nd</sup>, South-bound on Shady."**

**" Application of this (2 one way street) idea to Bridgeville (would) yield many benefits.... reduced congestion, expanded traffic capacity, reduced traffic conflict, safer and more spacious facilities for pedestrians, and improved business environment."**

**(Doubling the number of passing consumer-motorists equals doubling the profits for the businesses."**

**SEE MAP #2 (The only map in the Study regarding traffic congestion, recommends the 2 one way street solution).**

**SEE MAP #3 (Notice the area defined as....being the best for EXPANDING THE REDEVELOPMENT AREA of the central business district.**

**It is the area next to Shady/Moore Avenue, the parallel street that is to be part of the 2 one way streets, (that the DEMOCRAT members of Bridgeville Council have refused to ask Penn DOT to build.)**

**6. THE FOLLOWING ARE EXACT QUOTES TAKEN FROM THE TEXT OF...."THE 1988 BRIDGEVILLE BOROUGH TRAFFIC STUDY by....Classic Development Consultants Inc.**

**QUOTE : 1.0 Introduction**

**" The feasibility of the one way couple (Washington Avenue/Shady Avenue as 2 one way streets) will be evaluated."**

**QUOTE : 6.0 Page 7**

**Couple Analysis (Making Washington Avenue 2 one way streets)**

**" The need and feasibility of a one-way couple has been evaluated."**

**“ Couple B requires Washington Avenue to be one-way Northbound between Hickman Street and Murray Avenue (with the Murray/Bower Hill Road intersection to be re-aligned). Murray Street would be one way West bound (between Shady and Washington Ave.)**

***“ Shady Avenue would then be one way Southbound through a parking lot, over a railroad right-of-way and continuing on to Moore Avenue.”***

**“ Hickman Street would then be one way Eastbound from Moore Street to its intersection with Washington Avenue.”**

**QUOTE : Page 9**

**“ Shady Avenue is approximately 33 feet wide along most of the corridor. This width is adequate to carry two-twelve foot lanes of traffic with the possibility of a 9 foot wide parking lane.”**

**QUOTE : Pages 11 & 12**

**7. 2 Staging (The order in which the roads in Bridgeville should be improve**

**“ Widen Washington Pike to 4 lanes from the Chartiers/Church Street intersection to the Hickman Street intersection (by the post office)”**

**(NOTE : That has already been constructed.)**

**“Realign the Bower Hill Road / Murray Street intersection (on Washington Avenue).”**

**(NOTE : That has already been constructed.)**

**“Reconstruct Washington Avenue from Station Street to Bower Hill Road.”**

**(NOTE : That has already been constructed.)**

**QUOTE : Pages 11 & 12**

**“Construct the Shady Avenue (Washington Avenue 2 one way streets) couple”**